

GCCOG Public Works Committee

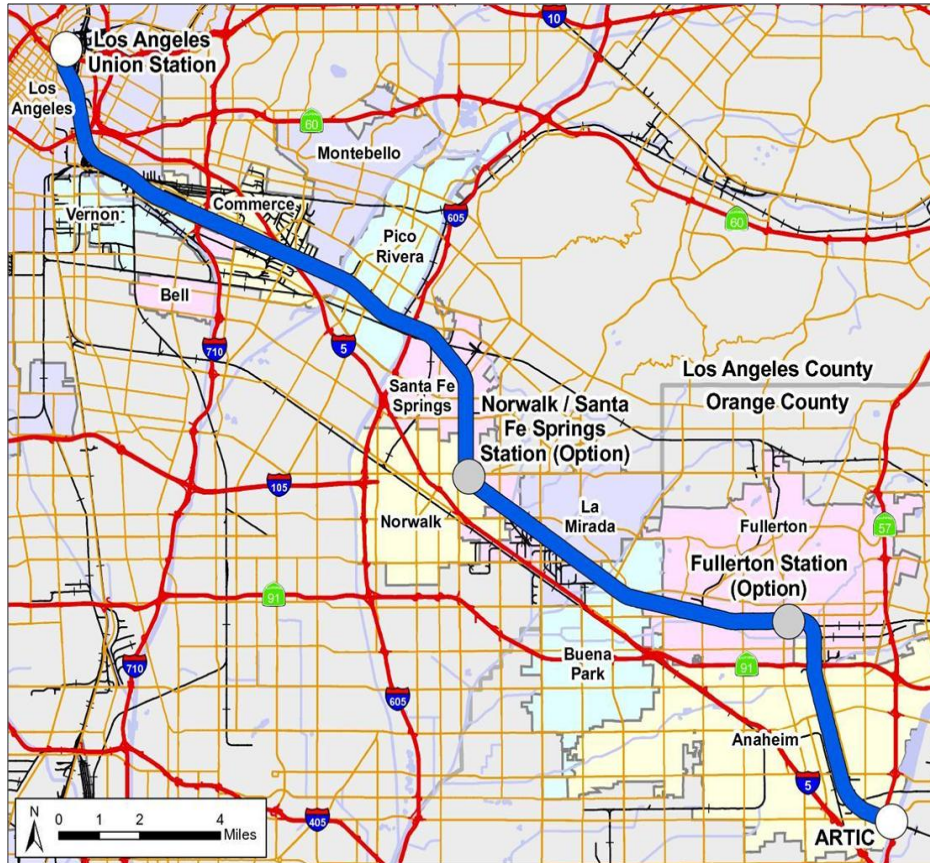


September 2011

Goals of Today's Discussion

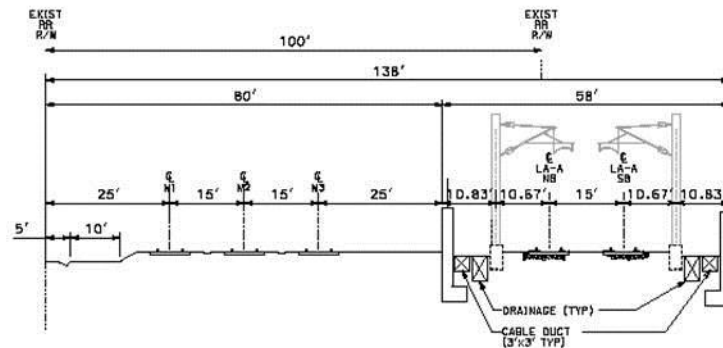
- The portion of the project in your backyard
- The big overall picture
- Where we are headed and how we get there together

LOSSAN Corridor



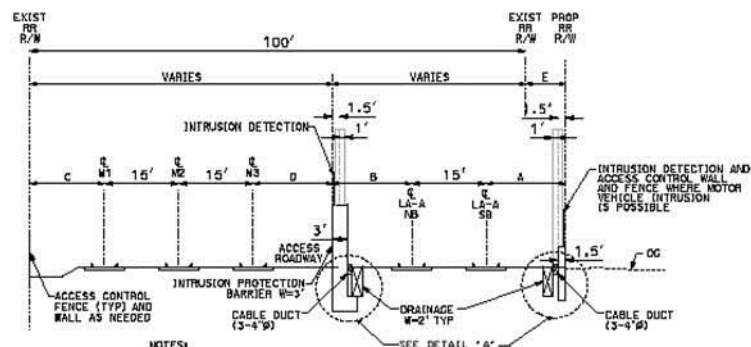
- We started with a 200 mph service concept...it is dead
- Where we are on shared track:
 - It will not be high speed
 - Trying to shrink 135 ft into 100 ft corridor
 - Tweaking the track for local issues
 - Have to work out the code and variance issues

Typical Variance At-Grade



3+2 (HST) SHARED CONCEPT - PER TM 1.1.21-A

NTS



NOTES:
 A 11' < 15'
 B 13' < 18'
 C 15' < 25'
 D 16' < 25'
 E VARIES IF ADDITIONAL RIGHT-OF-WAY AVAILABLE.

LA-A 3+2 (HST) SHARED CONCEPT - PROPOSED VARIANCE

NTS

EXIST RR R/W 100' EXIST RR R/W 20.45' NEW RR R/W

48.50'

16.75' 15' 16.75'

0.58' 0.75' 0.58'

3' X 7.50' WALKWAY ENVELOPE (TYP)

58'

13'

5' EXIST SIDEWALK

EXIST 26TH STREET 60' 48'

ACCESS CONTROL FENCE

TRAFFIC BARRIER

(E) AERIAL VIADUCT ALONG 26TH STREET

TJ1510 STA 263+50

100' EXIST RR R/W

48.50'

16.75' 15' 16.75'

0.58' 5.50' 0.58'

4.50'

10.67' 18.75' 10.67'

5.50'

3' X 7.50' WALKWAY ENVELOPE (TYP)

5' EXIST SIDEWALK

EXIST 26TH STREET 60'

8' FENCE (TYP)

NOTE 1

23.35'

24' NOTE 2

40' SUBSTRUCTURE ENVELOPE

ACCESS ROADWAY

20' 15' 15'

EXIST RR R/W

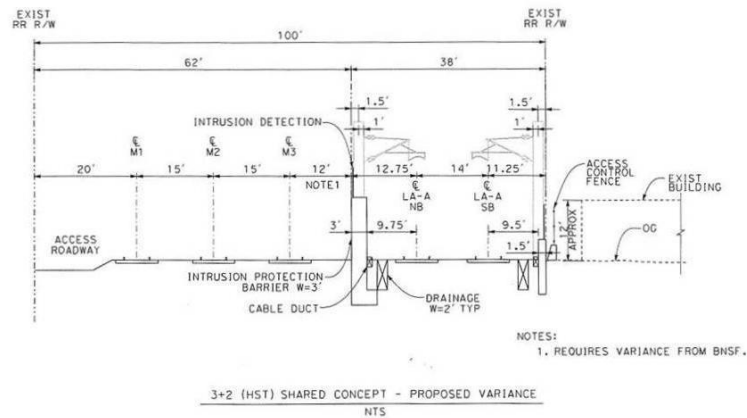
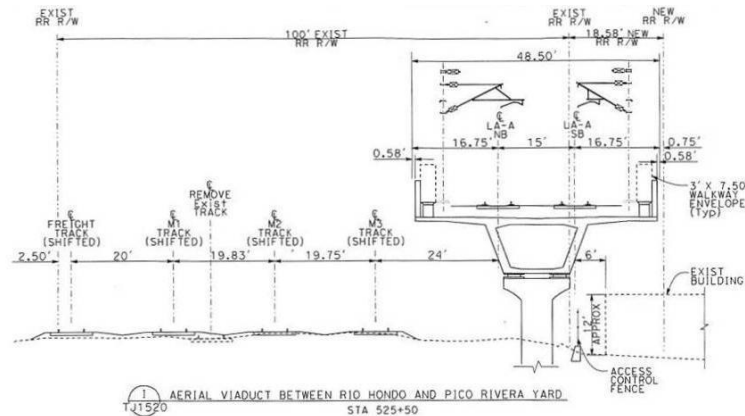
NOTES:

1. REQUIRES VARIANCE FROM BNSF
2. VERTICAL CLEARANCE WILL BE INCREASED TO ACCOMMODATE EXISTING INDUSTRIAL SERVICE TRACK MOVEMENT BENEATH THE ELEVATED HST GUIDEWAY

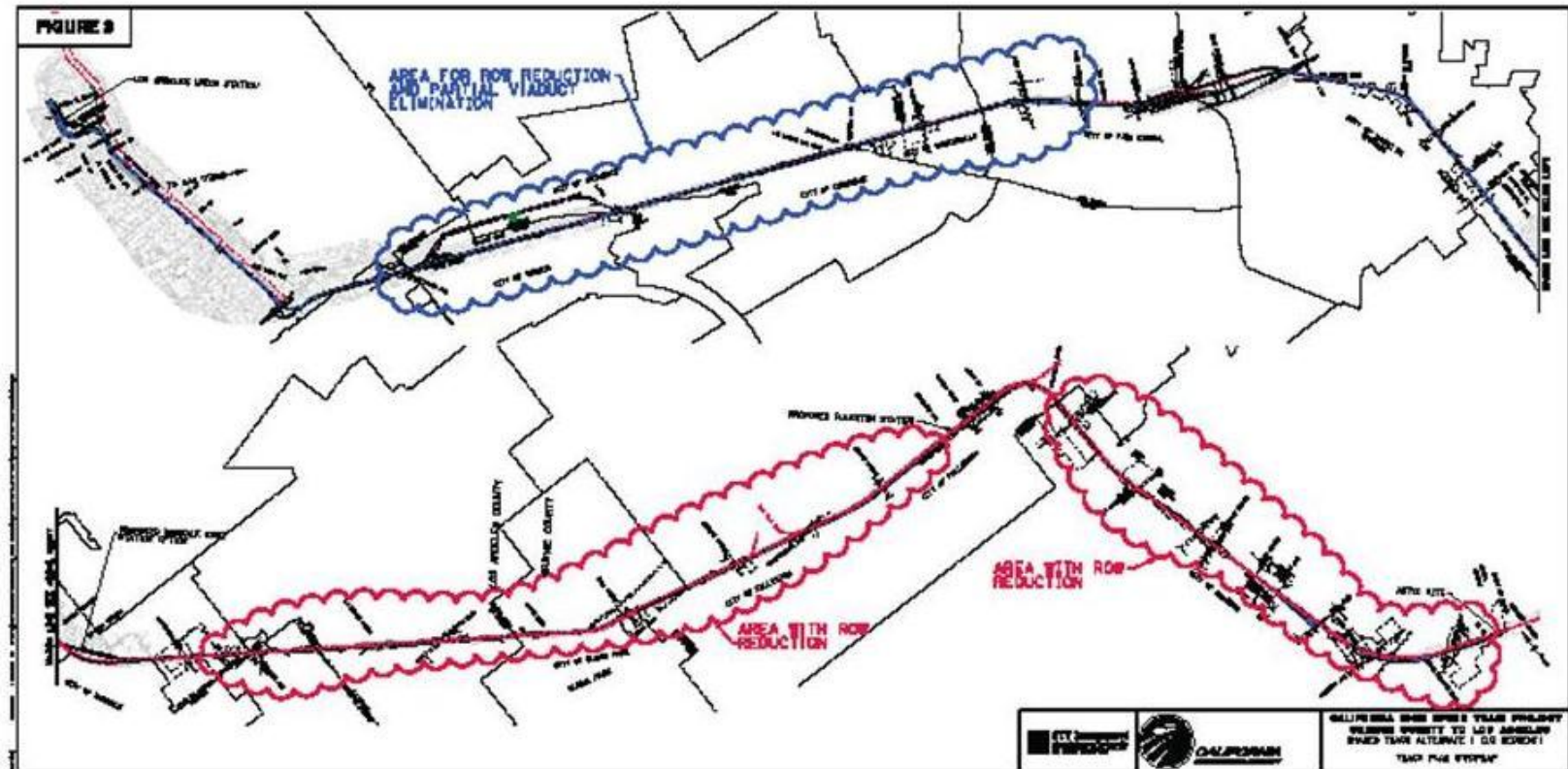
3+2 (HST) SHARED CONCEPT - PROPOSED VARIANCE

NTS

Typical Variance Aerial to At-Grade



Areas with ROW Reduction



Station Development

- The next step is to sort out local issues at the stations
 - Tweak the track and station platforms some more
 - Really develop ground transportation schemes
 - Think through the development aspects and fit into local plans
 - Station design charrettes next month
- Every station is unique with local potential and issues



Fullerton Metrolink Station



Big Picture



- Solid progress on the EIR/EIS everywhere (except the Peninsula)
- EIR/EIS rollouts leading to ROD/NODs everywhere 2012 to 2014
- Start work in Central Valley in 2012, then the big choice...Bay or Basin?

The Business Plan:

What we know now that we did not know before (or did not think of)

- We can find a way to build it and to make it run fast
- We can partner with the FRA – money, technology, regulation
- Phasing goes on for decades
- The airport symbiosis
- Ridership model exaggerates/understates ridership
- There will be an operating profit
- Plan B?

The Business Plan:

What we do not know and cannot know yet

- Long term funding mechanism – sort of
- The “right” interplay with transit and commuter rail
- The State policy debate – this fall and winter
- The Federal policy debate – after November 2012



A Southern California Action Plan

- Prioritize connectivity from Bakersfield (Central Valley) into the Los Angeles Basin (Palmdale/Sylmar/LAUS)
- Bring all operators to the table (Amtrak, Caltrans, Metrolink, BNSF etc.) to work on streamlined schedules and express connections to HSR
- Develop “phased implementation” strategy
- Station programming/planning is now
- Committed to completion of EIR work for all sections (Palmdale/LA, LA/Anaheim, LA/SD)

Updated Project Schedule

